

# Belgium, Enraged, Arises En Masse to Protect Her Territory

## LOAD OF GOLD SAFELY BROUGHT BACK TO PORT

German Vessel, Kronprinzessin Cecilie, After Soul-Trying Run, Puts In at Bar Harbor.

### CAPTAIN FEARFUL OF CAPTURE

On High Seas and Nearing Plymouth When War Breaks Out, Return Is Made Through Dense Fog at High Speed.

WASHINGTON, August 4.—Secretary McAdoo to-day instructed the customs collector at Portland, Me., to waive regulations and allow both passengers and freight to be landed at Bar Harbor from the steamer Kronprinzessin Cecilie.

This order is taken to mean that the \$10,000,000 in gold on the Cecilie will be returned to bankers who shipped it. Every effort will be made to keep gold in the United States, and it is possible the bankers who made this shipment can find some way of getting their European claims which will keep much of their metal at home.

Secretary McAdoo directed that the Cecilie's merchandise be received as coastwise merchandise and be landed without duty. The vessel technically has violated the navigation laws, but in view of the present situation it was decided no other course was left than to permit the discharge of passengers and cargo.

The Kronprinzessin Cecilie, a North German Lloyd steamer, whose whereabouts has been a mystery since she sailed from New York last Tuesday, arrived at Bar Harbor early to-day.

### STORY OF HISTORIC VOYAGE AS WRITTEN BY P. SEENGER

BY SEWELL HAGGARD, Associate Editor Cosmopolitan Magazine, who was a passenger on the Kronprinzessin Cecilie.

ON BOARD THE KRONPRINZESSEN CECILIE, BAR HARBOR, ME., August 4.—The Kronprinzessin Cecilie, with 1,454 passengers and a cargo of \$10,000,000 in gold and silver, sailed out of New York harbor on the morning of July 28. Her first port of call was to be Plymouth, and then Cherbourg, and then Bremen. The war scare was on, and naturally the majority of her first cabin passengers, being English and German, there was some speculation as to what would happen to the ship, should she be declared while she was on the high seas. Persons familiar with Spanish-American War precedents recalled that ships leaving port after that war were declared in each instance released by prize courts.

So speculation died down, and the voyage became the usual uneventful trip across the Atlantic. There was a dance each night. English, French and German passengers fraternized in the smoking-room and expressed the hope to one another that a way out of the difficulty would be found. The weather was good. We made 232 knots the first day, 334 the second, and 549 the third, and we had made 232 on the fourth, when—

There was a dark in progress on deck, and there was the usual assembly in the smoking-room. At a few minutes past 10, some of the passengers were startled by signs that the ship was being turned around. They announced this discovery to others, only to be laughed at.

At 10:20 Captain Polack entered the smoking-room. He carried a huge bulk a little more erect; his face appeared to be a little more serious than usual.

### CAPTAIN ANNOUNCES

"Gentlemen," said he, "I want your attention. I have an announcement to make. War has broken out between England, Russia and Germany. We are going back to America. We have plenty of coal, and I think we will get back safely. I want the gentlemen to assist me in allaying the fears of the women."

No one uttered a sound for what seemed to be a very long time. I was seated at a table with an Englishman, a Bavarian and a Greek. The Bavarian, a kindly-faced gentleman, perhaps fifty, was the first to break the silence. He arose, we all arose, he grasped each by the hand, the Englishman last, and as he grasped the Englishman's hand he said very intensely: "I am sorry, very sorry."

Afterwards it was learned that he was Major-General Christof Kieffer, retired, of the German army. The Englishman met him living, selling war materials. After the captain left the smoking-room, an American approached him and asked if it were not possible to get the gold and silver out of the ship. The captain did not think this was possible. He smiled and hurried on toward the bridge.

Before we reached there he was hailed by an Englishman and asked if it were not possible to transfer the English passengers to the Carmania, of the Cunard Line, which was supposed to be near. The captain thought this impossible also, and smiled and passed on.

"We'll keep as far away as possible from the Carmania," he shouted back. The captain had received his orders by wireless at 10 o'clock. They were brief, no waste of words. "Turn back, make for an American port with all speed."

The decision as to a port was to await developments. That the situation might become serious now began to dawn upon the passengers. Did ever a greater prize sail the seas in time of war than the Kronprinzessin Cecilie, with her \$10,000,000 of gold and silver consigned to France and England? Were there any British or French warships near? Was it usual for British and French war craft to sail up and down the American coast? If so, what were the chances of slipping by? And so it went.

### QUESTIONS ARE ASKED

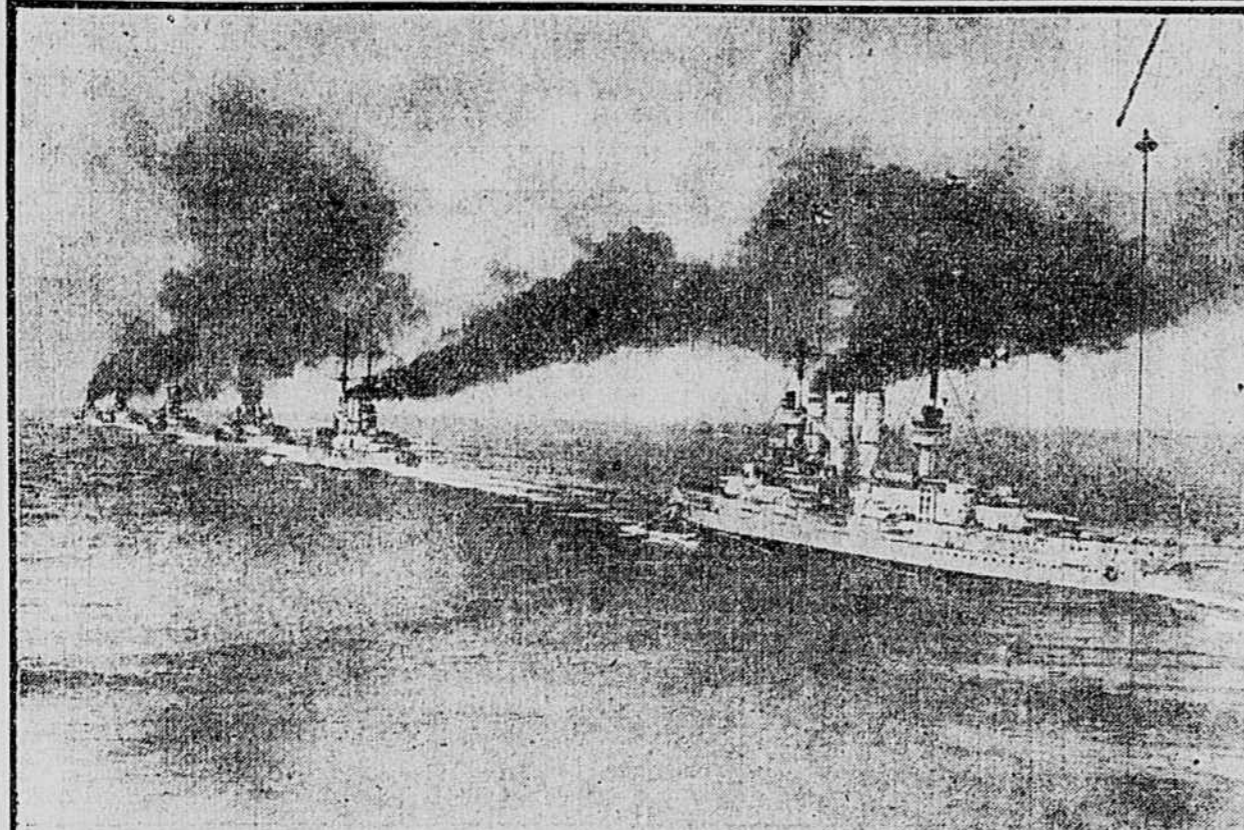
OVER AND OVER AGAIN. No one could answer, but the questions were asked over and over again. What about the bridge? What was going on there?

The ship was 550 miles out of Plymouth when she turned back. She would have reached that port on Sunday night or Monday morning. The problem confronting Captain Polack was to get his load of gold and human souls back to America without being overhauled by a French or English warship. There was no danger from England, it is true, but he did not know it.

He could not afford to send wireless messages, because he would betray himself, but he could intercept every message coming out of the air from the Atlantic coast. The wireless was official from our company from Bremen. It came by way of England on the 21st of July at 10 P. M. We immediately started back. I did not know where to go, but caught a wireless from Sayville Long Island and other ships telling that we were being watched by cruisers on account of the \$10,000,000 on board consigned to England and France.

Every cruiser from other countries was after this ship. "We were at one time in communica-

## German Dreadnoughts in Battle Formation



The German Dreadnoughts seen in battle formation in this photo are of the "Deutschland" type. Germany's crack \$8,000,000 fighting machine. The dreadnoughts which belong to this class are the Deutschland, the Hannover, Schleswig-Holstein, Pommerin, Schlesien and Braunschweig. The first five are of 13,040-ton displacement, and the last-named is of 12,997-ton displacement.

tion that night in order to conceal our identity from passing vessels, and that we must be content with our lamps. In the afternoon the four smokestacks were painted black at the tops as a further measure of concealment. At dinner we found the windows in the dining saloon heavily curtained, and the smoking-room. There were no deck lights. To make matters worse from the standpoint of the passengers, Saturday brought with it a dense fog. But the fog was to the liking of the captain. He sent the ship along the best speed she could make through thick weather and with the fog horn going. There was small chance of his being seen through this black curtain.

Many passengers remained on deck all night, and others retired fully clothed. Sunday saw a great change in the ship's company. There was no more smoking. The passengers were to be kept in the dark, and the attempt was made to keep them in the dark. Passengers tried to joke, but the attempt was futile. They tried to discuss something other than that which most concerned them, only to return to the same old subject.

### NERVES OF PASSENGERS

ARE NOW ON EDGE. Again Sunday night there was a dark in the smoking-room. The nerves of the passengers were on edge. A delegation ascended to the bridge and asked the captain to please to blow the fog whistle and to carry the usual side and stay lights demanded by the laws of navigation. Otherwise, they declared, the women folks would not consent to go to their state-rooms.

Soon we heard the fog whistle sound, and when I made a round of inspection the lights were burning. Meanwhile the captain was having other worries besides requests from passengers. The Marconi operator had intercepted messages from the French cruiser Priant, detailed to protect French fishing off the banks, and from the British cruiser Leander. The enemy would not consent to go to their state-rooms. The crew were showing the strain. The dining-room stewards were abstracted and not as attentive as they were during the first days of the voyage. It was difficult to get the captain's attention, as they had other things to think about.

By Monday the attitude of some of the passengers bordered on indignation. They could not see why the lives of passengers should be put in such danger to save a merchant ship from an enemy, even if it did carry millions in gold. They could see that the fog was thick, and they could tell that the vessel was making almost no headway. We were this safe seamanship.

A protest was written out and an attempt made to get the captain's attention. The first man approached replied that he would not sign it. The second man, a German, it was obtained he would start a movement for a written endorsement of the protest. He had heard of Bar Harbor, and he was doing his duty. A canvass of the ship showed that the majority of the passengers were in favor of the protest. The protest was dropped. Some of the passengers, however, did take the matter to the captain. He said that he was not going to sign it. He said that the passengers were his first consideration; that he would give up the ship rather than sacrifice the lives of his passengers. He declared, "They were too far to the north, too far out of the course of shipping for a British ship to do it."

Monday night came, and with it more fog. By this time the passengers were speculating as to what port we were headed for. The same question was being debated on the bridge. The wireless was telling the captain that vessels down around New York and Boston were trying to creep along the coast within the British limit in order to be safe from seizure.

### UNWISDOM TO NEW YORK OR BOSTON

This indicated to him that it would be unwise to attempt to make New York or Boston. He did not want to give specific information. He had to make up his mind on such fragments of information as he could get from the air. Portland first came into his mind, but then he favored a less known port. He had heard of Bar Harbor, of course, but he was not certain of the water thereabouts. And here entered C. Ledyard Blair, of Blair Brothers, bankers, New York. Mr. Blair's father, D. C. Blair, has a summer home at Bar Harbor, and the sons had sailed their yacht, the Eagle, in these waters so often that he knew his way around there as well as he did in Wall Street. Figuratively speaking, C. Ledyard Blair took the helm, and Captain Polack was left to follow.

We were headed for Bar Harbor, but the information was confined to the bridge. We took below were not even told to pack our luggage. Those who stayed awake could tell that something was in the air. We were hearing the soundings every little while. Evidently we were running into some place that we were not quite sure of. The fog was thick, but we were not going fast, a most abnormal thing for this voyage. The fog horn was crying out every minute. Then daylight and the fog lifted, and the vessel soon came to a stop.

Soon boats came out from Bar Harbor with newspapers, and we were reading that we had been captured and were being conveyed to port; also that we were safe at Bremen.

Captain Polack made the following statement: "We left New York on Tuesday, July 28, at 10 A. M. We were ordered back to America by wireless when about 350 miles off the English coast. The wireless was official from our company from Bremen. It came by way of England on the 21st of July at 10 P. M. We immediately started back. I did not know where to go, but caught a wireless from Sayville Long Island and other ships telling that we were being watched by cruisers on account of the \$10,000,000 on board consigned to England and France. Every cruiser from other countries was after this ship. "We were at one time in communica-

### WARSHIP WILL CARRY RELIEF FOR TOURISTS

(Continued From First Page.)

The State Department estimates that of the 100,000 or more Americans in Europe, about 20,000 urgently want to return. The others have money enough to stay in Europe until a second trip is made. Should more Americans want to depart, the only thing administration officials think can be done is to charter the vessels possibly owned by neutral countries.

Details of the transportation problem will not be worked out for several days. Secretary Garrison voiced the view of the administration officials that there was no particular reason for alarm.

"There can be no peril to Americans abroad," he said, "as the first thought of the warring nations naturally would be to look out for the safety of foreigners, particularly Americans. I do not feel disturbed in the slightest degree."

### COMMITTEE DECIDES

TO ACT QUICKLY. Secretaries Bryan and McAdoo hastened to the Capitol after the President's message requesting the \$2,500,000 for an American relief fund had been read in both houses. "The Appropriation Committee quickly determined to recommend the provision that \$2,500,000 be appropriated to be used for the relief of Americans who have registered their funds and their letters with the State Department."

This fund will be disbursed by the government, and only to Americans who actually are without funds or provision to get them. At the same time the New York bankers' message requesting the \$2,500,000 will be sent to Europe \$2,000,000 or \$10,000,000 for the relief of Americans who still have credits."

Adolph C. Miller, member of the Federal Reserve Board, is actively in charge of the financial end of the relief campaign. With every prospect of it being passed by the Senate to-morrow, a bill amending the Panama Canal act to provide for the admission of foreign-built ships to American registry for the foreign trade was favorably reported from the Commerce Committee during the day by Senator O'Gorman.

### AMERICANS CROWD EXPRESS OFFICES

London, August 4.—Americans to-day crowded the offices of the American express companies and the steamship lines, trying to get checks cashed and secure passage home. The express companies aided many of those in financial straits, and the steamship companies booked hundreds of passengers, although it is probable no sailing guarantee will be given until safety is assured by the navy.

The greatest demand was for berths on American liners. Persons who usually travel in the most luxurious cabins were buying berths in the steerage at greatly increased prices. The main office of the International Mercantile Marine was jammed all day with Americans. The American line prevailed at the offices of the Cunard and Canadian lines, all of which are still doing business. The German line offices are dismantled.

The express companies' offices, which opened at an early hour, were crowded throughout the day. They were well supplied with currency, and honored checks up to \$500. The American Express Company supplied the temporary wants of more than 3,000 persons from the time the office opened until 2 o'clock this afternoon, when it closed for the day. There were still hundreds in the line desiring gold in exchange for their checks. They were told to return to-morrow.

The Wells Fargo Express Company, which issues checks chiefly to Westerners, was open all day. During the morning the cashiers were busy honoring checks, but the cash stopped early in the afternoon. The company's manager said he could meet the temporary requirements of holders of drafts for some time to come.

Individual Americans are helping their countrymen by advancing money to enable them to tide over temporary inconveniences. Hoover, a Californian, opened an office to-day in the American consulate and advanced amounts of \$25 and upward to persons unable to get money by other means.

Many Americans tell tales of trials on their flight from the Continent. Those from Paris and nearer points had a hard time, but those who had come from Germany, or places

even more remote, were forced to go several days without sleep, and in some instances without food.

### SCARCITY OF FOOD ADDS TO HARDSHIPS

PARIS, August 4.—The scarcity of provisions in Paris and the withholding of money by the French banks to-day increased the seriousness of the situation in so far as it affected Americans.

Henry W. Diederich, the American consul-general, sent a cablegram to Washington asking for a relief ship. Elbert H. Gary and H. P. Harjes, chairman and secretary, respectively, of the committee, formed to aid Americans in Paris, have issued a circular, which reads, in part, as follows:

"The secretary has received the names of many hundreds of Americans who are here, and he is learning their particular circumstances and desires concerning transportation and so forth. The committee is obtaining the facts relating to their financial condition and the means of departure from France."

The committee asks that the Americans be "patient and calm." "We believe there is no cause for alarm," says the circular.

The United States embassy yesterday issued about 1,000 certificates of American nationality, and the consular-general handed out as many more. All day at the embassy the crowd never numbered less than 1,200.

All the men employed in the embassy's house have now gone, or are going, to join the colors. The embassy is so short of capital, owing to the requests of American citizens, that there was not enough money to pay off the servants in full.

### HUNDREDS OF TOURISTS COME FROM SWITZERLAND

BRUSSELS, August 4.—Hundreds of American tourists, supplied by events in Europe, arrived from Switzerland and Germany, en route to Luxembourg and Belgium. Railroad communication being interrupted at the frontier, many hired horses and carriages, piling their baggage on the cars. Others arrived exhausted on foot in Luxembourg, whence a great party reached Ostend, en route for London.

Several hundred tourists had been held up between Basel, Switzerland and Luxembourg, the German authorities refusing to let them continue on their way.

The American minister to Belgium, Brand Whitlock, and the American consular officials are intervening actively in the situation.

### DIPLOMATS ARE DOING ALL IN THEIR POWER

BERNE, SWITZERLAND, August 4.—Pleasant A. Stovall, American minister, and American consuls throughout Switzerland are doing all in their power to aid American tourists. Trains for the United States are running irregularly.

It is difficult to estimate the number of Americans in the country, but it probably exceeds 10,000.

### RECEIVE NO REPLY TO CABLES FOR AID

GENEVA, SWITZERLAND, August 4.—Americans in Geneva, who telegraphed to their homes two days ago have received no replies, presumably because telegraph lines to Britain and Germany are in the hands of the military. Hoteliers are crediting Americans freely.

### THOUSANDS OF WOMEN VOLUNTEER THEIR SERVICES

PARIS, August 4.—Thousands of women, including most of the titled women of France and many Americans, are volunteering their services to the French Red Cross. Mrs. Myron T. Herrick, wife of the American ambassador, was among those who wished to volunteer, but delayed her offer to see if official considerations would make her action unwise. Later, at her husband's suggestion, she decided she could be of more service by helping organize an American hospital and attending the wounded than by going into the field as a nurse.

Ambassador Herrick has arranged with Premier Viviani that Americans leaving France to-day would not be required to show passports, but otherwise would identify themselves, the simple declaration that they were from the United States being sufficient to pass them.

Mr. Herrick also is trying to arrange for Americans to leave for Southern France with their automobiles, which are now being requisitioned by the military administration for war purposes. Mrs. Potter Palmer's machine was among those requisitioned yesterday, and Judge E. H. Gary was notified to-day that his car was likely to be taken shortly.

### ORDER BNAI B'RITH IS CALLED ON FOR AID

CHICAGO, August 4.—Adolph Kraus, president of the B'nai B'rith lodge, having lived in large European cities, to-day cabled European representatives of the order to aid all members who otherwise might be prevented from leaving for America. Mr. Kraus said several hundred members of the order were abroad.

By Cabinet order of His Majesty, the German Emperor, the mobilization of the Imperial Army and Navy has been ordered. The German ships in the district of this Consulate are warned to beware of the peril of war. Those who have to serve in either army or navy are summoned to return to Germany.

### IMPERIAL GERMAN CONSULATE, RICHMOND, VA., AUGUST 3, 1914.

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## Acid Stomachs Are Dangerous

Common Sense Advice by a Distinguished Specialist.

"Acid" stomachs are dangerous because acid irritates and inflames the delicate lining of the stomach, thus hindering and preventing proper action of the stomach, and leading to probably nine-tenths of the cases of stomach trouble from which people suffer. Ordinary medicinal treatments are useless in such cases, for they leave the source of the trouble, the acid in the stomach, as dangerous as ever. The acid must be neutralized, and its formation prevented, and the best thing for the purpose is a teaspoonful of burgholm's, a simple antacid, taken in a little warm or cold water after eating, which not only neutralizes the acid, but also prevents the formation from which acidity is caused. Foods which ordinarily cause distress may be eaten with impunity if the meal is followed with a little burgholm's, which can be obtained from any druggist, and should always be kept handy.—Advertisement.

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## IMPERIAL GERMAN CONSULATE, RICHMOND, VA., AUGUST 3, 1914.

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